To dreak

## 1504TH AAF BASE UNIT WEST COAST WING, PACIFIC DIVISION, ATC FAIRFIELD-SUISUN AAB, CALIFORNIA

Tolak 1+50

PRECISION LOW APPROACH CHECK

PILOT GARANCE TACK H DATE 17 April 1941)
RANGE TALEFIELD TIME 0+38
TYPE AIRCRAFT C-5 4 148 GRADE 84

WEATHER: CHVU	Smoot	1			
	Value	Tolerance Allowed	ALTITUM Prescribed		Grade
l. Initial approach altitude	2	100	5000	5000	2.
Beam bracketing and holding Initial approach heading	2	3 Brkts 10 <sup>0</sup>	reny		2
3. Detected station, initial	4			ak	4
4. Rate of descent	2	200 '/Min	500%	500	2
5. Altitude prior to turn	-22	501	3000	3300	0
6. Airspeed	2	5 MPH	140	138	2
7. Procedure turn headings	2	50	345	345	2
8. Altitude procedure turn	2	.501	3000	3000	2
9. Airspeed during turn	2	5 MPH	140	140	2
10. Rate of descent	-22	200'/Min	500'	300	9
11. Altitude, return to station	5	01	4	ak	5
Bracketing and riding beam 12. Return to station heading	5	3 Brkts 50			5
13. Airspeed	-32	5 MPH	140.	130	0
14. Detected station, final	8			oh	8
15. Altitude over station	8	0!	1000	1000	81
16. Rate of descent	4	100'/Min	500	* ***	4
17. Airspeed	4	5 MPH	140	140	4
18. Heading station to field	8	5°	210	210	8
19. Timing, station to field	8	5 sec.	2'	21	8
20. Altitude over field	-510	0,1	560		5
21. Pull out	4		ok		4
22. Signal volume and reaction	4		900	4	4
23. Knowledge of procedure	8		Lieb	to k	0

REMARKS: good gol

Beam bracketing and holding		) Brkts	9010		9
2. Initial approach heading	2	10°	good	-	-
3. Detected station, initial	4			ate	4
J. Detected Station, Initial			,		
4. Rate of descent	2	200 1/Min	5000	500	2
4. Rate of descent			30	2 200	0
5. Altitude prior to turn	2	50'	3000	3300	tient
,	2	5 MPH	140	138	2
6. Airspeed	2	) 1/-1 11	1-6-9		
7. Procedure turn headings	2	50	345	345	2
· · · · · · · · · · · · · · · · · · ·				2440	
8. Altitude procedure turn	2	.501	3000	3000	200
		E MDU	140	140	2
9. Airspeed during turn	2	5 MPH		200	
10. Rate of descent	-22	200'/Min	500'	100	9
10. Rate of descent		200 / 11211	200	1	Person
11. Altitude, return to station	5	0'	4	0.00	63
Bracketing and riding beam		3 Brkts			5
12. Return to station heading	5	5°	-	130	1-2-
	1			117 -	
12 Aimanood	- day	5 MPH	140.	135	0
13. Airspeed	- 52	5 MPH	140	135	0
	8	5 MPH	140	135	N
14. Detected station, final	8			135 oh	8
		5 MPH	1000	135 oh 1000	8
14. Detected station, final  15. Altitude over station	8	0.1	1000	135 oh	8
14. Detected station, final	8		1000	1000	-
14. Detected station, final  15. Altitude over station  16. Rate of descent	8	0.1	1000	135 oh	-
14. Detected station, final  15. Altitude over station  16. Rate of descent  17. Airspeed	8 8 4 4	0.' 100'/Min 5 MPH	1000	135 ok 1000	-
14. Detected station, final  15. Altitude over station  16. Rate of descent	8 8	0! 100!/Min	1000	1000	-
14. Detected station, final  15. Altitude over station  16. Rate of descent  17. Airspeed  18. Heading, station to field	8 8 4 4 8	0! 100!/Min 5 MPH 5°	1000	135 ok 1000	-
14. Detected station, final  15. Altitude over station  16. Rate of descent  17. Airspeed	8 8 4 4	0.' 100'/Min 5 MPH	1000	195 1000 140	-
14. Detected station, final  15. Altitude over station  16. Rate of descent  17. Airspeed  18. Heading, station to field	8 8 4 4 8	0! 100!/Min 5 MPH 5°	1000	195 1000 140	-
14. Detected station, final  15. Altitude over station  16. Rate of descent  17. Airspeed  18. Heading, station to field  19. Timing, station to field  20. Altitude over field	8 8 4 4 8 8	0' 100'/Min 5 MPH 50 5 sec.	1000	195 1000 140	-
14. Detected station, final  15. Altitude over station  16. Rate of descent  17. Airspeed  18. Heading, station to field  19. Timing, station to field	8 8 4 4 8 8	0' 100'/Min 5 MPH 50 5 sec.	1000	195 1000 140	-
14. Detected station, final 15. Altitude over station 16. Rate of descent 17. Airspeed 18. Heading, station to field 19. Timing, station to field 20. Altitude over field 21. Pull out	8 8 4 4 8 8 8 -510	0' 100'/Min 5 MPH 50 5 sec.	1000	195 1000 140	-
14. Detected station, final  15. Altitude over station  16. Rate of descent  17. Airspeed  18. Heading, station to field  19. Timing, station to field  20. Altitude over field	8 8 4 4 8 8 8	0' 100'/Min 5 MPH 50 5 sec.	1000	195 1000 140	-
14. Detected station, final 15. Altitude over station 16. Rate of descent 17. Airspeed 18. Heading, station to field 19. Timing, station to field 20. Altitude over field 21. Pull out	8 8 4 4 8 8 8 -510	0' 100'/Min 5 MPH 50 5 sec.	1000	195 1000 140	-

REMARKS: good gob

CHECK PILOT

27. Knowledge of Procedure

ADF PRECISION LET DOWN						
PILOT GArdrer dock H DATE 17 Apt.						
RANGE OR BEACON HO		TVE OTS				
TYPE AIRCRAFT C 5 4 GRADE 8 9						
WEATHER RAVY		Smoot	5			
	Value	Tolerance Allowed	Altitude Prescribed		Grade	
il. Initial Approach Altitude	2.	100:	2000	3000	2	
2. Initial Approach Heading	2	. +	3150	305	2	
3. Detected Station, Initial	2			06	2	•
4. Cutbound Heading	3		315	315	3	
5. Altitude Prior to Turn	3	501	3000	3040	3	
.6. Airspeed	3	5 MPH	140	137	3	
7. Time to Turn	4		2'	06	4	-
8. Procedure Turn Headings	3	50	N	N	3	
9. Altitude, Procedure Turn	3	501	3000	3050	3	
10. Airspeed During Turn	3	5 MPH	140	140	3	_
11. Rate of Descent	3	200'/Min	500'	500	3	
12. Altitude, Return to Station	5	50!	2500	gh	5	
13. Heading, Return to Station	-55		- 60	el .	0	-
14. Airspeed	3	5 MPH	140	140	3	
15. Detected Station, Intermediate	-3		musel	W.	0	
16. Altitude Over Station	5	50!	2500	2500	5	
17. Rate of Descent	4	100! /iin_	500'	who	4	
18. Airspeed	4	5 WPH	140	142	4	
19. Out Bound Heading	4		120	120	4	
20. Time to Turn	5		3.		5	
21. Inbound Heading	5		2850	ok	5	
22. Detected Station, Final	5			ak	5	
23. Altitude Over Station	5	0!	500	0/2	5	
24. Turn to Field	5		24	ak	5	
25. Pull Out	2			ok	2	
26. Signal (Needle Reaction)	-33		M	sek.	0	
			donl	1.1	1 2 F	

4. Outbound Heading	3		3/5	315	3
5. Altitude Prior to Turn	3	501	3000	3040	3
.6. Airspeed	3	5 MPH	140	137	3
7. Time to Turn	4		2'	06	4
8. Procedure Turn Headings	3	. 50	N	N	3
	3	501	3000	3050	3
9. Altitude, Procedure Turn			140	140	
10. Airspeed During Turn	3	5 MPH			
11. Rate of Descent	3	200'/Min	500	500	
12. Altitude, Return to Station	5	50!	2500	gh	5
13. Heading, Return to Station	5				0
14. Airspeed	3	5 MPH	140	140	3
15. Detected Station, Intermediate	-3		a man Wildel		0
16. Altitude Over Station	5	50!	2500	2500	5
17. Rate of Descent	<u></u>	1001/Min_	500'	sh.	4
18. Airspeed	4	5 WPH	140	145	4
19. Out Bound Heading	4		120	120	4
20. Time to Turn	5		2'		5
21. Inbound Heading	5		2850	ok	5
22. Detected Station, Final	5			ak	5
23. Altitude Over Station	5 .	0'	500	0/2	5
24. Turn to Field	5			ate	5
At I I I I I I I I I I I I I I I I I I I				ok	2
25. Pull Out	2		39	- A	0
26. Signal (Needle Reaction)	-33		dool	0000	3
27. Knowledge of Procedure	1 3		- Paren		1 4
slow to turn on needle Changer - othermoe					

CHECK PILOT

## 1504TH BAF BASE UNIT GEST COAST WANG, PACIFIC DIVISION, AND FAIGFILLD-SHISUN AB, CALLFORNIA

PINGL PEPO TS - : ILOTS PHC GALLNER RAME IST LT

		Instrictor's Orede	Check dlot's Grado
1.	Visu 1 Inspection and cockpit check.		B
2	Starting, faxid, and men-up.		B
3	Take-off and climb.		B+
4.	Approach and landings.  One or more engines inoperative.  Approach and land.		B
6	_Complete Instrument_Check_(_AF 50-3)		B
-	a. General Airwork  Ceiling b. Instrument Take-off or Take-off		B
	c. ADF Let Down		B+ .
	d. Loop orientation  Range orientation and let down e. (Precision check).		B- B+
	f. Instruments w/one engine inoperati	ve,	ß
7.	General knowledge of equipment.		13
8.	Emergency procedures and equipment,		B
9•	Use of Check-List		B
	Radio Navig., Radio Fixes.  FINAL GRADE		B.
REM.	This man has house part. O.K 90	day che	h
RECO	DMMENDATIONS:		
INST	TRUCTOR	CHECK PILOT COL	u Benson

GRADES:

A - Above average

B - Average

6 - Below Average
D - Unsatisfactory

3. Take-off and climb.	B+
4. Approach and landings.	B
One or more engines inoperative.  5. Approach and land.	B
	12
6 Complete Instrument Check (AF 50-3)	1-15
a. General Airwork	B
Ceiling b. Instrument Take-off or Take-off	B
	B+ .
c. ADF Let Down	
d. Loop orientation  Range orientation and let down	13-
e. (Precision check).	B+
f. Instruments w/one engine inoperative.	B
	B
7. General knowledge of equipment.	
8. Emergency procedures and equipment.	B
9. Use of Check-List	B
10. Radio Navig., Radio Fixes.	
	R
REM.RKS:	
	dure
down pat . O.k 90 day ch	
RECOMMENDATIONS:	
INSTRUCTOR CHECK PILOT CHECK PILOT	un senson
GRADES:	*
A - Above average C - Below Average B - Average D - Unsatisfactory	
FORM #37	
LINE CONTRACTOR	and the second
	and the state of